

Pte. Robertson's crew Albert, No. 2 Station colours red.

Private Connelly, C. Company... (bow)

Bain, E. " " " " " "

Fiddes, F. " " " " " "

Apney, C. " " " " " "

Y. Milon, C. " " " " " "

Robertson, F. " " " " " "

Renfrew, F. " " " " " "

Private Murdoch's crew Argyl, No. 3 Station, colours white.

Private Sinclair, F. Company... (bow)

T. Smith, F. " " " " " "

Crawford, H. " " " " " "

R. Smith, F. " " " " " "

Sweeney, H. " " " " " "

Murdoch, H. " " " " " "

Nicholson, H. " " " " " "

SECOND DAY.—WEDNESDAY, NOVEMBER 26TH.

No. 1.—3.30 p.m.

Final.

INTER-COMPANY RACES.—1st Crews.

1st 2nd 3rd Time.

No. 2.—4 p.m.

Final.

INTER-COMPANY RACES.—2nd Crews.

1st 2nd 3rd Time.

No. 3.—4.30 p.m.

Final.

OPEN RACE.—Open to the Army, Navy, and

Police, for all in-rigged boats not exceeding six

oars. One mile. 1st prize \$20; 2nd \$10; 3rd

\$5. H.M.S. *Victor Emmanuel*—Ortel, No. 7

Station. May, No. 2. Torpedo, No. 1. My-

tery, No. 3. Hongkong Company Submarine

Royal Engineers, No. 5. A. & S. Highlanders

Louise, No. 4. Argyl, No. 3. Sutherland

No. 6. 1st 2nd 3rd Time.

No. 4.—5 p.m.

HAPPY-GO-LUCKY STAKES.—A distance

Handicap for all boats.—Prize \$70.

PROGRAMME OF AMOY RACES.

FIRST DAY.—WEDNESDAY, 7TH JANUARY, 1891.

CONSULAR CUP, presented, value \$1000. For all

China Poles, weights as per scale; entrance

\$5. Half-a-mile.

TRIAL STAKES, of \$10 each, with \$50 added; a

forced entry for Amoy subscription griffins of

this season; First Pony to receive 70 per cent.

Second Pony 20 per cent. Third Pony 10 per

cent; weights as per scale. Three-quarters-

of-a-mile.

FOOCHOW CUP, presented, value \$1000; for all

China Poles; weights as per scale; entrance

\$5. One mile and three-quarters.

HAWKMAN CUP, presented, value \$1000; for all

Poles first raced as Griffins at Amoy;

weights as per scale; entrance \$5. One mile

and a quarter.

CHAMBER CUP, presented, value \$1000; for all

China Poles; weights as per scale; entrance

\$5; winner of Consular Cup 1 lb. extra; three-

quarters of a mile.

AMOY STAKES, of \$10 each. A forced entry for

all Poles entered at this meeting; first Pony

to receive 70 per cent; second Pony 20 per

cent; third Pony 10 per cent; weights as per

scale; one mile and a quarter.

COAST CUP, presented, value \$1000; for Amoy

Subscription griffins of this season; weights

as per scale. Winner of Trial Stakes or

Hawkman Cup 7 lb. extra, or of both 10 lb.

extra; to be ridden by residents of Amoy,

Foochow or Formosa; entrance \$5. One mile.

SECOND DAY.—THURSDAY, 8TH JANUARY, 1891.

COMPARISON CUP, presented, value \$1000;

for Amoy Subscription griffins of this season;

weights as per scale; winner of one race 7 lb.

extra, if of two or more races, 10 lb. extra;

previous non-starters 7 lb. extra; entrance \$5.

Three-quarters of a mile.

CHALLENGER CUP, value \$1000; a forced

entry for all Amoy and Formosa-owned poles,

optional to Subscription griffins of this season;

half entrance fee to the winner; to be won

two consecutive meetings by a pony or poles,

the bond fee property of the same owner or

owners; weights as per scale; entrance \$10.

One mile.

VICTORS' CUP, presented, value \$1000; for all

China Poles; weights as per scale; entrance

\$5. Two miles.

BURNI CUP, presented, value \$1000; Second Pony

\$25; for Amoy subscription griffins of this

season; weights as per scale; entrance \$5.

One-mile-and-a-quarter.

EXCHANGE PLATE, presented, value \$1000; for

all China Poles; weights as per scale; winners

5 lbs. extra for each race won; entrance \$5.

Three-quarters of a mile.

TE MA-CHIN PLATE, presented, value \$1000; for

all China Poles; First Pony to receive 70 per

cent, Second Pony 20 per cent, Third

Pony 10 per cent; weights as per scale; Amoy

subscription griffins of this season allowed 5 lbs;

to be ridden by residents of Amoy, Foochow or

Formosa; winners of a race at this meeting

of one mile or over 5 lbs. extra, if of two or

more such races 10 lbs. extra; entrance \$10.

One-mile-and-a-half.

RACING STAKES, of \$10 each, with \$50 added;

for all Poles first raced as griffins at Amoy;

winners at this or previous meetings 7 lbs.

extra; First Pony to receive 70 per cent.

Second Pony 20 per cent, Third Pony 10 per

cent. One-mile-and-a-quarter.

THIRD DAY.—FRIDAY, 9TH JANUARY, 1891.

FORMOSA CUP, presented, value \$1000. Second

Pony \$25; for all China Poles; weights as per

scale; winner of any race at this meeting

7 lbs. extra, if of two or more races 10 lbs.

extra, entrance \$5. One mile.

LEADER CUP, presented, value \$1000. Second

Pony \$25; for Amoy Subscription griffins of

this season; winners of one race of 12 miles

or over 5 lbs. extra, if of two or more such

racers 10 lbs. extra, entrance \$5. One-mile

and-a-half.

LADIES' PURSE, presented, for all China Poles.

To be ridden by residents of Amoy, Foochow

or Formosa; weights 12 stone, entrance \$5.

Once round and a distance.

LOTTERY CUP, value \$1000; for all Poles first

Raced as Griffins at Amoy; weights as per

scale; winners at this meeting 5 lbs. extra for

each race won; entrance \$5. Seven Furlongs.

CONSOLATION CUP, value \$1000; second Pony

\$50; for all beaten Poles that have run

and not won a race at this meeting; weights

as per scale; entrance \$5. One mile.

CHAMPION STAKES, a forced entry of \$10 each

for all winners at this meeting except Nil

Dependant Stakes; winners of two races

\$15 extra, of more than two races \$30 extra;

weights as per scale. One-mile-and-a-quarter.

NIL DEPENDANT STAKES, of \$15 each with \$50

added, Second Pony \$25; for all beaten

Amoy Subscription griffins of this season that

have run and not won a race at this meeting;

weights as per scale. Once round and a

distance.

Races close on 15th December 1890,

at 6 p.m.

CHANG CHIH-TUNG'S IRON AND STEEL WORKS.

HANYANG, November 14th.

Since the last notes that were published in your paper, there has not been very much of interest to report on the different undertakings of the progressive Vicinity of the Hanyang province. Things are going on, though of course very slowly.

First, in rank of importance, come the iron and steel works. It has not been an easy matter to find, in the environs of the provincial capital, a suitable place for erection. After much delay and talk, a site has been chosen on the northern slope of the Hanyang hills, between that ridge and the Han river, opposite to the active city of Hankow, and thus close to the Yangtze with its waters at first sight to be an unfavourable place for building purposes, as it is marshy ground and lies much lower than the summer levels of the Han and Yangtze. The natives had put it under cultivation and constructed an embankment to protect it against the yearly floods. This embankment has been immediately raised and strengthened, but will only serve for the present, as it is proposed, in order to avoid any danger of inundation, to have the working level of the factories sufficiently high above the ordinary and even extraordinary rises of the Yangtze, corresponding to about 50 ft. Hankow water-mark. Stonecutters, etc., are now busy in preparing the large quantities of materials that will be absorbed in foundations, buildings and constructions, which will be begun as soon as the ground has been sufficiently drained.

As far as I have been able to ascertain the factories will be very important indeed, and will comprise for the present two large blast furnaces of the Cleveland type with all their apparatus, superheaters and machinery capable of producing about a hundred tons of pig-iron daily. There will be also a complete Bessemer plant, including two five-ton converters with their cupolas, casting cranes, large blowing engines, etc. The great steel made here will be rolled into large rails, so that the specifications include necessarily a large rail mill and all machinery and apparatus for the same. It is known, apart from this, that the fabrication of rails for their future railways has been the chief object of the Chinese in designing these iron and steel works.

A small Siemens-Martin plant will complete the steel works; its object is the casting of soft steel for ship plates and "special metal" for the Victoria's small-arms and gun factory. It would appear from the foregoing statement that a shipyard will be annexed to the general works, but this is a real "by and by."

As for the iron department, it will also be a very complete one, including some twenty puddling furnaces and a plate and bar mill with all indispensable machinery.

It is roughly estimated that the works will cover about 40 acres. They will be intersected by numerous railways, on which the astonished Chinese will perhaps see half-a-dozen locomotives, small and large, travelling in different directions.

The whole plant has been ordered from a well-known firm on the Tees, and must be entirely delivered in the early months of the next year. However, an important part of the machinery has already been brought up and landed here direct out of two ocean-going steamers. It includes, of course, all the blast furnace materials with which the start will be made.

The foreign technical staff has now been completed. The arrival, some time ago, of Mr. Messersohn and White, who came out here respectively as manager and erector of the works. These gentlemen are living for the present in the well-known Hankow Bungalows, close to the site of the works.—Daily News.

FOUNDING OF H.M.S. "SERPENT"

Referring to the loss of H.M.S. *Serpent* the *Singapore Free Press* says:—

The news of the loss of H.M.S. *Serpent* has been received with the deepest regret by the officers and men of Her Majesty's ships in port, and the disaster has made a particularly strong impression on board the *Porpoise*. What the circumstances may have been the *Porpoise* will not know, but if the loss has been due to any one cause, it is not long since it was known to the *Porpoise* that the *Serpent* was lost.

It is not long since it was known to the *Porpoise* that the *Serpent* was lost. It is not long since it was known to the *Porpoise* that the *Serpent* was lost. It is not long since it was known to the *Porpoise* that the *Serpent* was lost.

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HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

OUTFITTING DEPARTMENT.

SCOTCH LAMBSWOOL VEST AND PANTS.
WINTER MERINO VESTS AND PANTS.
THICK CASHMERE VESTS AND PANTS.
CARDIGAN JACKETS AND CHAMOIS LINED VESTS.
FANCY MIXED RIBBED FINGERING.
WOOL HALF HOSE, CASHMERE AND MERINO HALF HOSE.
RIBBED FINGERING WOOL HOSE.
CASHMERE BICYCLING HOSE (Navy and Seal Brown).
SILK MUFFLERS, CASHMERE MUFFLERS.
RUGS AND MAUDS.
COLORED KID GLOVES.
REGULATION MILITARY GLOVES.
FOOT BALL JERSEYS, ROWING JERSEYS, SWEATERS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 15th November, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that

THIS FIRST-CLASS HOTEL is now open.

THE MARINE HOTEL is situated on the Praya West, opposite the Old P. & O.

What, and is newly built after the designs of the Largest European Hotels—the BEDROOMS,

BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for

Singapore Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in

superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best quality and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

be effective auxiliaries to the heavy ships. It

cannot be said, that the result has been a failure.

The speed on the measured mile was 17.5 knots.

Recently the *Brisk* steamed the 1,200 miles

from St. Paul's to St. Helena, in four days, and

one hour. During the trip she did her four

hundred full-speed trials, covering a distance of 200

miles in a rather heavy sea, and with a full stock

of coal, water, and provisions on board. At a

crucial speed of 10 knots the coal endurance of

the *Archer* class is 7.0 x knots. In proportion

to their tonnage they are powerfully armed.

Having referred to the good points of the class

under consideration, it must be admitted that

they have faults common to many smaller

cruisers of modern design. In the construction

of the hulls economy of weight has been carried

to excess. The plating is too thin for durability.

The armament is overdone. In a sea-way the

heavy top-weight causes loss of speed, and

throws an undue strain upon the light structure

on which it is placed.

It has recently been stated in the *Broad*

Arrow, that in going to the Cape from St.

Helena, the speed of the *Brisk* when meeting a

strong head wind and sea was reduced to 5 knots,

as the vessel was being buried under water for

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIRRAI, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

ALL CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERIAN,
GIRRAI, MARSEILLES, TRIESTE, HAMBURG,
NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CLYDE" Captain J. L. Paritt, R.N.R., with Her
Majesty's Mails, will be despatched from this
for LONDON, via BOMBAY & SUEZ CANAL
on THURSDAY, the 27th inst., at NOON.

Cargo will be received on board until 4 P.M.,
and Passengers (Gold) at the Office until
4 P.M., on the day before sailing.

Ships and Valuable for Europe will be
transhipped at Colombo. General Cargo for
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or
Colombo, according to arrangement.

For further particulars regarding SHIPMENT
AND PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bill of Lading.

This Steamer takes Cargo and Passengers for
Marseilles.

E. L. WOODIN,
Superintendent.

"P. & O. S. N. Co.'s Office,
HONGKONG, 17th November, 1890."

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 26th inst.,
at DAYLIGHT.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

ALL CARGO PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fare granted as follows:—
To San Francisco.....\$25.00
To San Francisco and return.....39.75
available for 6 months.....

To Liverpool.....35.00
To London.....32.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

HONGKONG, 24th November, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched SATURDAY, the 6th Dec.,
at 2 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fare granted as follows:—
To San Francisco.....\$25.00
To San Francisco and return.....39.75
available for 6 months.....

To Liverpool.....35.00
To London.....32.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embark-
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vice versa) within one year will be allowed a
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To other European Ports at proportionate
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of the Army, Navy, Civil Service, and the
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application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

HONGKONG, 24th November, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

ARYSSINIA.....THURSDAY...1 Dec. 4th.

PARTHA.....THURSDAY...1 Dec. 25th.

BATAVIA.....SUNDAY.....1 Jan. 25th.

THE Steamship

Carlin William, sailing at NOON, on
THURSDAY, the 4th December, will proceed to
VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$217.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$220.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$250.00

To Hamilton, Kingston, London (Ont.).....\$250.00

To Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. John's.....\$325.00

To London, via Liverpool.....\$110.00

To Paris and Bremen.....\$135.00

To Havre and Hamburg.....\$135.00

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
Prepaid return tickets to Pacific Coast Ports,
and to Eastern and Interior Ports of Canada
and U.S.A. will be granted, available for—
6 months at 25 per cent. off Return Fare.
50 per cent. " " " "

(Time is reckoned from the date of landing to
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to In-
terior and Eastern Ports of Canada and U.S.A.
not holding prepaid return tickets but who re-
mark within 12 months from date of landing
at Vancouver will be allowed 10 per cent. off
the return fare.

Prepaid return tickets to European ports will
be issued available for 12 months at double
fare (Mexico Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. Brown, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to

ADAMSON, BELL & Co.,
Agents.

HONGKONG, 20th November, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of December,
1890, at 11 A.M., the Company's Steamship
"SACHSEN," Captain K. V. Gössel, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon,
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HONGKONG, 17th September, 1890.

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Intimations.

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27th December, 1890.)

E. H. GORE-BOOTH,
Clerk of the Course.

HONGKONG, 21st November 1890.

W. S. MARTEN,
ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
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HONGKONG, 6th April, 1890.

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HONGKONG, 25th October, 1890.

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